

San Marcos Tomorrow

Chapter 4

SAN MARCOS TOMORROW

INTRODUCTION

The first step in the San Marcos Horizons master planning process is to identify the characteristics of San Marcos and to understand the existing conditions that have shaped the community into what it is today. The second step in the master planning process is to understand the trends that affect the future of the community and to determine where the community is headed if current trends continue. The future of San Marcos is influenced not only by the events that occur locally, but also by the events that occur in larger regional areas.

The third step in the master planning process involves the actual development of a vision for the future. A vision is the overall image of what the community wants to be and how it wants to look at some point in the future. Based on identified community goals, the community's vision is what the citizens of San Marcos want their city to look like in the future. While developing the vision involves imagination, the process is also firmly grounded in reality. By basing efforts on the existing conditions of the community and the trends affecting the community, citizens can create a vision that is realistic and achievable.

This section includes the overall goals and the vision statement developed by the citizens of San Marcos. The following master plan elements are included:

- Major Thoroughfare Plan;
- Future Land Use Plan;
- Annexation Plan;
- Community Facilities Plan; and

- Downtown Plan.

In addition, this section includes a set of policies to guide the future development of San Marcos. Policies are included for each master plan element. The policies are based on the vision statement and overall goals developed by the Citizens Advisory Committee during the visioning process. The policies adopted in the 1983 Master Plan were reviewed and revised in conformity with those policies derived from the activities of the Citizens Advisory Committee.

SAN MARCOS TOMORROW VISIONING PROCESS

Visioning is simply the process by which a community envisions the future it wants, and plans how to achieve it. It brings people together to develop a shared image of what they want their community to become. Once the community has envisioned where it wants to go, it can begin to consciously work toward that goal.

The City of San Marcos began a visioning process in 1993. In late 1993, the master planning process began with the formation of the Horizon Plan Steering Committee. This five-member steering committee developed a general outline and time schedule for the plan preparation. The steering committee solicited volunteers to serve on the Citizens Advisory Committee (CAC). In February 1994, the City Council appointed 55 citizens to the CAC. The CAC included representatives from a wide spectrum of community interests. The members were chosen for their diverse representation as well as their orientation to the community at large. Special emphasis was given to making sure the diversity among committee members reflected that of the city's population. The CAC was charged with developing a vision for the future of San Marcos. The committee identified major issues and community goals to be addressed during the visioning process.

The CAC participated in a series of workshops held throughout the spring and early summer of 1994. The goal of these workshops was to develop a vision for the future of San Marcos. The first workshop included an exercise where the CAC developed a list of reasons why San Marcos is a special place and a list of issues that threaten San Marcos. The CAC was then divided into six focus groups; community growth and land use,

community facilities, economic development, town center, transportation, and natural and cultural resources. These focus groups were responsible for developing goals and tasks for their specific issues. Following the goals and tasks, the CAC developed a vision statement for San Marcos.

During the spring and summer of 1995, the CAC participated in another series of workshops. The goal of these workshops was to review and reach consensus as a committee on the draft version of San Marcos Horizons. Average attendance of the CAC during these workshops was 30 members. On July 31, 1995, the CAC voted to approve the draft version of San Marcos Horizons and forward the document to the Planning and Zoning Commission.

The following is the vision statement developed by the Citizens Advisory Committee.

SAN MARCOS TOMORROW VISION STATEMENT

We, the members of the Citizens Advisory Committee, envision San Marcos as:

- A dynamic community that grows more attractive and seeks to enhance its great natural beauty, rich architectural heritage, and small town charm for the enjoyment of both residents and visitors by carefully managing its growth and protecting its unique quality of life;
- A community that recognizes its unique environmental setting and actively works to protect the Edwards Aquifer, the San Marcos Springs, the San Marcos River, and other natural resources;
- A community that fosters cooperative efforts among public and private entities, organizations, neighborhoods, and individuals to identify and meet community needs;
- A city that actively seeks economic growth that benefits the entire community while protecting its natural resources and quality of life;
- A community that offers a wide range of transportation options and has a safe and efficient street system;
- A city that provides services, facilities, and infrastructure in a timely, fiscally and socially responsible manner;

- A city with a foundation of safe, stable neighborhoods which offer a sense of community and civic pride;
- A city that celebrates its rich ethnic heritage and cultural diversity while building partnerships that strengthen the community;
- A community with diverse educational resources that offer a broad range of high quality educational and training opportunities to achieve personal and professional goals; and
- A city that has a vital and economically thriving downtown area which remains a historic, cultural, and diversified business center of the community.

SAN MARCOS TOMORROW CITIZENS' GOALS

The six focus groups of the Citizens Advisory Committee developed the following major goals for San Marcos:

Natural and Cultural Resources

Goal 1 - Natural Resources

Protection of the San Marcos and Blanco Rivers

The public and private sectors should work together to protect the San Marcos and Blanco rivers as vital ecological habitats, aesthetic amenities, tourism resources, and sources of the city's identity.

Protection of the Edwards Aquifer

The city shall protect water quality and control appropriate development over the Edwards Aquifer.

Other Natural Resources

The city shall protect and control appropriate development of other natural resources within the city.

Resource Conservation

The city and its residents should reduce resource waste, use resources more efficiently, and promote policies that encourage and reward such activities.

Goal 2 - Cultural and Neighborhood Resources**Historic Preservation**

The city shall protect and renovate its culturally and historically significant structures/features and protect and enhance its neighborhoods so that the neighborhoods and the city maintain a distinct and unique identity.

Arts and Culture

The city shall encourage, enhance, and coordinate arts and cultural activities.

Goal 3 - Social Resources

The community shall coordinate and facilitate social services through well located, easily accessible facilities and better coordination of programs.

Community Growth and Land Use**Goal 1 - Growth Management**

Carefully manage and direct the growth that will inevitably occur in and around San Marcos to ensure that the high quality of life enjoyed by the residents of the community is enhanced.

Goal 2 - Annexation

Pursue an aggressive policy of annexation to protect the community's tax base and to establish better control over the quality of development that occurs at the fringe of the urbanized area.

Goal 3 - Neighborhood Conservation/Revitalization

Provide measures which will stabilize existing neighborhoods and protect them from deterioration or the encroachment of incompatible land uses.

Goal 4 - Community Growth

New growth should "pay its own way" except when public/private partnerships are encouraged in the "preferred growth corridors."

Transportation

Goal 1 - Mobility

Improve the overall mobility of citizens in the community, as well as thru-travel, across-town travel, by implementing a well-coordinated major thoroughfare plan which moves people and goods in a safe, expeditious, economical, and environmentally sensitive manner.

Goal 2 - FM 110

Accelerate efforts to develop FM 110, an outer loop around San Marcos.

Goal 3 - Traffic Flow

Enhance the flow of traffic in the community through signalization improvements, turn lanes and elimination of blind corners.

Goal 4 - Railroad Traffic

Provide solution to at-grade crossings of railroads, though either the relocation of the railroads to the east of town or the construction of grade-separated crossings, to improve the flow of traffic throughout the community and to link populated areas with emergency services.

Goal 5 - Alternative Modes of Transportation

Provide alternative modes of transportation in the community including public transit, bicycle, and pedestrian routes.

Goal 6 - Parking

Provide additional public parking throughout the city especially in the downtown/university area.

Community Facilities

Goal 1 - School Sites

Build public schools in locations which correspond to the growth of the student population in the district and are served by adequate public transportation and infrastructure.

Goal 2 - Parks

Plan sufficient park space to meet the recreational needs of the community as it continues to grow. Park facilities should meet a variety of recreational needs and should include both neighborhood parks as well as community-wide facilities.

Goal 3 - Emergency Services

Provide comprehensive emergency services (police, fire, EMS) to all parts of the community consistent with the population and infrastructure growth of the city.

Goal 4 - Social Services

Provide for the adequate coordination and delivery of social services to those who can most benefit from the services.

Goal 5 - Utility Systems

Provide and serve long-term water, wastewater and electrical service to the community at reasonable rates.

Goal 6 - Infrastructure

Provide expansion of public infrastructure in "preferred growth corridors."

Economic Development

Goal 1- Diversification of Economic Base

Maintain a diverse economic base for the community that is an enhancement to the quality of life.

Goal 2- Housing Availability

Provide an adequate supply of housing in all price ranges to support economic development efforts.

Goal 3 - Development of Airport Facilities

Realize the full economic potential of the San Marcos Municipal Airport as long as populated areas are not adversely affected.

Goal 4 - Community Gateways

Create attractive "gateways" into San Marcos which provide aesthetically pleasing and informative entrances into the community.

Goal 5 - Economic Development Funding

Provide adequate funding for economic development efforts to be competitive with cities of similar population and tax base.

Goal 6 - Tourism

Manage the development of tourism as a form of economic development in San Marcos.

Goal 7 - Incentives

Develop prerequisites for tax abatement and other incentives used to attract nonpolluting, low water using industries.

Goal 8 - Quality of Life

Recognize that quality of life is an economic development incentive used to attract the types of business and residents San Marcos desires.

Town Center**Goal 1 - Visual Entries into Downtown**

Create visual entries into downtown and Southwest Texas State University from all directions.

Goal 2 - Parking

Provide adequate and convenient parking for customers, students, and employees of downtown businesses.

Goal 3 - Downtown Circulation

Develop a coordinated transportation/circulation plan for the downtown/university area.

Goal 4 - Aesthetics/Visual Appearance

Improve the aesthetics/visual appearance of the downtown area.

Goal 5 - Security

Enhance the security of the town center including all public areas and buildings.

Goal 6 - Downtown Activities

Promote a variety of cultural activities and attractions in the downtown area.

SAN MARCOS TOMORROW

MAJOR THOROUGHFARE PLAN

Introduction

The Major Thoroughfare Plan for San Marcos is the long-range general plan for guiding thoroughfare system improvements, including existing and planned extensions of city streets and highways. The primary objective of the Major Thoroughfare Plan is to ensure the appropriate alignments of roadways and the reservation of adequate right-of-way. This will allow the orderly and efficient expansion and improvement of the thoroughfare system to serve existing and future transportation needs. The Thoroughfare Plan is coordinated with the Future Land Use Plan and provides a mechanism for roadway expansions as property is developed.

The benefits provided by the Thoroughfare Plan include:

1. Reserving of adequate rights-of-way for future long-range transportation improvements;
2. Making efficient use of available resources by designating and recognizing the major streets that will likely require higher cost design of improvements;
3. Minimizing the amount of land required for street and highway purposes;
4. Identifying the functional role that each street should be designed to serve, in order to promote and maintain a proper relationship of traffic and land use patterns;
5. Informing citizens which streets are intended to be developed as arterial and collector thoroughfares, so that private land use decisions can anticipate which streets will become major traffic facilities in the future;

6. Providing information regarding thoroughfare improvement needs which can be used to determine priorities and schedules in the city's capital improvements program and capital budget; and
7. Minimizing the negative impacts of street widening and construction on neighborhood areas and the overall community by recognizing where future improvements may be needed and incorporating thoroughfare needs in the city's master planning process.

Specific objectives and steps in the preparation of the Thoroughfare Plan:

1. Reviewing the existing thoroughfare system and determining what typical kinds of roadways exist in terms of functional classification.
2. Analyzing the existing physical development and travel patterns within the urban area.
3. Projecting future travel needs and evaluating the adequacy of the existing street system to serve existing and future traffic demands.
4. Assessing the identified classes of thoroughfares to determine their capacity to serve the desired mix of access versus traffic movement.
5. Determining the relationship of proposed thoroughfare classes to transportation needs in terms of roadway capacity, safety and area impacts.
6. Developing the thoroughfare system map for a hierarchical network of thoroughfare classes, based upon identified transportation needs, economic benefits, environmental and land use impacts, and compatibility with other elements of the city's Master Plan.
7. Preparing policies and an action plan for the effective administration, enforcement, and future amendment of the Thoroughfare Plan.

Physical constraints to thoroughfare development must be recognized in the preparation of the Thoroughfare Plan. Existing physical constraints included:

- Topographic constraints such as steep slopes or abrupt changes in the Hill Country elevation;
- Railroad crossings require grade separations or at-grade crossing protection, and thoroughfare improvements paralleling a railroad corridor may involve right-of-way constraints or waiver;
- Existing development presents obstacles to thoroughfare improvement in areas where insufficient right-of-way was obtained when the property was originally platted, or where buildings were constructed with minimal setbacks from the right-of-way;
- Public parks and historic sites may be constraints when a thoroughfare improvement would require conversion of parkland to other uses or impact cultural resources;
- Major water bodies, such as the San Marcos and Blanco rivers and their associated flood plain areas, affect thoroughfare alignment and may increase the capital cost of thoroughfare improvements for necessary bridges or fill sections;
- Sensitive environmental areas such as prime farmland, the Edwards Aquifer Recharge Zone, and endangered species habitat areas ; and
- Existing neighborhoods may also present an impediment when residents object to the impacts of a planned thoroughfare improvement within or affecting the area.

The Major Thoroughfare Plan is adopted as an element of San Marcos Horizons. Requirements and procedures for the development, administration, and enforcement of the Major Thoroughfare Plan are part of the city's ordinances and regulations. Other planning tools have been used to address the land use impacts of thoroughfare development including the zoning and the subdivision ordinances. The Master Plan is the primary tool for integrating transportation and land use planning. The Zoning Ordinance, combined with effective master planning, is also an effective tool for integrating transportation and land development. The Subdivision Ordinance has a direct effect on the way in which development relates to the thoroughfare system and is an effective tool for ensuring that future development is compatible with transportation requirements.

Major Thoroughfare Plan Contents

The Major Thoroughfare Plan of San Marcos Horizons describes a transportation system designed to improve mobility, especially in the east-west direction, for the next decade. A key element in the Thoroughfare Plan is the relocation of the Union Pacific Railroad tracks to the right-of-way of the proposed eastern section of FM 110 (San Marcos Loop). This project will solve a number of San Marcos area transportation problems including safety issues, relieving congestion, increasing east-west access east of IH-35, and reducing the number of at-grade crossings. The Major Thoroughfare Plan is presented on the following page.

The Thoroughfare Plan contains a classification system which includes the following functional classes of roadways:

- Expressways;
- Regional Highways;
- Major Arterials;
- Minor Arterials; and
- Collectors.

Expressways

Expressways are devoted entirely to traffic movement which serve high volume, high speed travel within and through the urban area. They are characterized by multi-lane, divided roadways with a high degree of access control and few, if any, intersections at grade. The Thoroughfare Plan contains two types of expressways:

- Freeway/interstate highways are roads with limited access and frontage roads. IH-35 is the only freeway/interstate highway on the Thoroughfare Plan.

- Parkways are roads with limited access and no frontage roads. Planned FM 110 is the only parkway on the Thoroughfare Plan. It is a proposed loop around San Marcos and will provide access for movement from IH-35 to State Highways 123, 80, 21, and Ranch Road 12.

Regional Highways

Regional highways are four to six lane roads that or primarily connect San Marcos to other cities, such as Wimberly, Seguin, Luling, and Bastrop. Regional highways include State Highways 123, 80, 21, and Ranch Road 12.

Major Arterials

Major arterials are streets that provide a high degree of mobility, serve the greatest portion of through-travel and cross-town, continuous travel. These arterials serve high-volume corridors that connect major generators of traffic such as major shopping centers, large industrial centers, major residential communities, and other major activity centers. Major arterials are four lane roads with or without dividers and should have center turn lanes at intersections and for ingress and egress. Access management is essential and cross traffic along with private access must be carefully managed. The following streets are either existing major arterials or are planned expansions:

- Hunter Road south of Wonder World Drive;
- Aquarena Springs Drive from IH-35 to Sessoms Drive;
- Hopkins Street from IH-35 to Moore Street;
- the Union Pacific Railroad right-of-way west of IH-35 (contingent upon relocation of railroads);
- Old Bastrop Highway/CR 266;
- Centerpoint Road east of IH-35 and west to Hunter Road;
- Wonder World Drive east of State Highway 123;

- Staples Road east of State Highway 123;
- River Road from IH-35 to Union Pacific Railroad right-of-way;
- Post Road from Aquarena Springs Drive to the northern limit of the ETJ;
- Lime Kiln Road north of Post Road;
- Sessom Drive from Aquarena Springs Drive to Ranch Road 12;
- Yarrington Road from Post Road to State Highway 21;
- University Drive from Aquarena Springs Drive to Guadalupe Street;
- Guadalupe Street and LBJ Drive from University Drive to IH-35;
- C.M. Allen Parkway from Sessom Drive to IH-35; and
- Bishop Street from Ranch Road 12 to Hopkins Street.

The following major arterial extensions are planned:

- Wonder World Drive from Hunter Road to planned FM 110;
- University Drive from Guadalupe Street to Ranch Road 12;
- Bishop Street from Hopkins Street to IH-35;
- Bishop Street from Franklin Drive to planned FM 110;
- Country Estates Drive from Ranch Road 12 to the extension of Wonder World Drive;
- County Road 1984; and
- Yarrington Road from State Highway 21 to County Road 1984.

The following new major arterials roads are planned:

- From Hunter Road to the western limit of the ETJ;
- From Ranch Road 12 (near Bishop Street intersection) to Lime Kiln Road;

Minor Arterials

Minor arterials include other arterial streets and highways that serve less concentrated traffic-generating areas such as neighborhood shopping centers. This class distributes medium traffic volumes. Minor arterials collect traffic from collectors and local streets. Although the predominant function of minor arterials is the movement of through traffic, they also provide for considerable local traffic that originates or is destined to points along the corridor. Differentiation between major and minor arterials may involve selection among similar roadways in areas where closely spaced arterials are nearly equivalent in functional role, traffic volumes, and physical characteristics. Minor arterials are either two lane or four lane undivided roads. The following streets are either existing minor arterials or are planned expansions:

- LBJ Drive north of SWT to Bishop Street;
- Thorpe Lane and Bobcat Drive from Hopkins Street to Aquarena Springs Drive;
- Uhland Road from IH-35 to Post Road;
- Hopkins Street from Bishop Street to Wonder World Drive;
- Posey Road from Hunter Road to Old Bastrop Highway;
- York Creek Road from Hunter Road to the ETJ boundary;
- Broadway from IH-35 to Staples Road;
- Hopkins Street from Ranch Road 12 to Purgatory Creek;
- M.L.K. from Bishop Street to LBJ Drive;
- McCarty Lane from Hunter Road to planned FM 110;
- Cheatham Street from Guadalupe Street to Hopkins Street;
- River Ridge Parkway between IH-35 and the Union Pacific Railroad right-of-way;
- River Road from Union Pacific Railroad right-of-way to Uhland Road; and
- Harris Hill Road.

The following minor arterial extensions are planned:

- LBJ Drive from Bishop Street to the ETJ boundary;
- York Creek Road from Hunter Road to the ETJ boundary;
- Posey Road from Old Bastrop Highway to the ETJ boundary;
- M.L.K. from Bishop Street to Wonder World Drive and from LBJ Drive to C.M. Allen Parkway; and
- Harris Hill Road to the ETJ boundary.

The following new minor arterials roads are planned:

- From Posey Road to Wonder World Drive east of IH-35; and
- From Hunter Road to Quail Run Drive.

Collectors

Collectors are the connectors which serve to collect and distribute traffic between arterials and local streets. Collectors serve a wide variety of land uses and their design involves site-specific considerations. They provide direct service to neighborhoods and other local areas. To preserve amenities of neighborhoods, collectors should desirably be spaced at about one-quarter to one-half mile intervals to collect traffic from local streets and convey it to minor and major arterials. Collectors may or may not be continuous across arterials. Since speeds are slower and turn movements are expected, much closer intersection/access spacing can be used than on arterials. Collectors also serve local bus routes.

Major Transportation Plan Policies

T-1. Mobility:

Policy T-1.1: The City shall continue to work to upgrade all existing arterial streets to the recommended standards, to control parking on narrow and busy streets, and to provide additional collector streets and arterials as necessary to keep pace with projected growth.

Policy T-1.2: The City shall acquire rights-of-way for future arterials as shown on the adopted Thoroughfare Plan in advance of development in order to save public money and to insure that the arterials can be located as planned.

Policy T-1.3: The City shall continue the site plan review and approval procedure to ensure that proposed development is designed and will be constructed in a manner that will be compatible with the function of adjacent streets, will provide for safe on-site circulation of vehicles and pedestrians, will provide suitable parking, and will provide access for solid waste pickup, fire vehicles and other service needs.

Policy T-1.4: The City shall maintain thoroughfare design guidelines for the following:

- the location, design, and construction of streets and of signalized and unsignalized intersections;
- the subdivision of property; development adjacent to arterial and collector streets; site design for medium and high density residential (other than single family detached and duplex) and commercial development; the provision for solid waste pickup and fire protection;
- the location of utilities within, or adjacent to the right-of-way; and
- to accommodate buses and other alternative modes of travel.

Policy T-1.5: The City shall encourage the design of neighborhoods which have a limited number of access streets intersecting the adjacent arterial and which utilize cul-de-sac and street right-of-way and pavement widths that loop streets within the residential neighborhoods to discourage through traffic.

Policy T-1.6: The City shall apply street design standards that directly relate to the type and density of the development served.

Policy T-1.7: When a collector street will be continuous in excess of one-fourth mile in length, the City shall encourage the local street system be designed so that all residences have access to a local street, rather than a collector. Residences located at the corner of a local and collector street shall take access off the local street. When the collector is less than one-fourth mile in length, individual lots may front and have direct access to the collector.

Policy T-1.8: To provide greater mobility from IH-35 to areas west of San Marcos, the City shall provide arterials as a more immediate solution than FM 110 may provide.

Policy T-1.9: The City shall implement a program to encourage the construction of sidewalks in conjunction with the construction or expansion of thoroughfares.

T-2. FM 110/San Marcos Loop:

Policy T-2.1: The City shall work diligently with the Texas Department of Transportation, Union Pacific Railroad, and the County to construct FM 110, with an emphasis on the eastern half as the first phase.

Policy T-2.2: The City shall work with the Texas Department of Transportation to provide greater mobility from IH-35 to areas west of San Marcos by constructing the western portion of FM 110 as soon as possible. The western portion of FM 110 should have limited access over the Edwards Aquifer Recharge Zone and should be constructed with proper run-off controls to avoid pollution of the aquifer.

T-3. Traffic Flow:

Policy T-3.1: The City shall provide directional signage that aids in the routing of traffic to major arterials and sites of interest.

Policy T-3.2: Where the existing grid street system is susceptible to increasing volumes of traffic through established residential area, the street system shall be modified to discourage such traffic.

Policy T-3.3: The City shall restrict truck traffic in residential areas as much as possible; and industrial and heavy commercial land uses shall not be allowed to locate at the end of streets that serve residential areas.

Policy T-3.4: The City shall continue to encourage the development of signalized intersections on major arterials at uniform intervals and adopt a plan which reflects the location of existing and desired future signalized intersections.

T-4. Alternative Modes of Transportation:

Policy T-4.1: The City shall require that new developments include sidewalks along major thoroughfares (unless a system of walkways, or walkways and bikeways, are

provided separate from the arterial), collectors, and on all streets with densities over 1 dwelling units per acre and within 2,500 feet of schools.

Policy T-4.2: The City shall, where feasible, require rights-of-way of sufficient width for separate walkways and bikeways along arterial streets and for sidewalks and bike lanes along collector streets.

Policy T-4.3: The City shall require that arterial and collector streets be designed to accommodate buses including "pull outs" if deemed necessary.

Policy T-4.4: The City shall prepare a Hike and Bike Trail Plan to be adopted as an element of the Thoroughfare Plan.

Policy T-4.5: The City shall encourage and facilitate mobility in San Marcos by means other than privately owned, motorized transportation to reduce potential air quality impacts.

Policy T-4.6: The City shall continue to support the use of the transit system as a means to reduce the amount of energy wasted by private automobile.

Policy T-4.7: The City shall cooperate with Capital Area Rural Transportation Service and Southwest Texas State University to continually improve the transit systems in San Marcos.

SAN MARCOS TOMORROW

FUTURE LAND USE PLAN

Introduction

The Future Land Use Plan for San Marcos is the long-range, general plan that guides the location of development and use of all land within the city limits and extra-territorial jurisdiction. The purpose of the Future Land Use Plan is to describe the recommended future land use patterns of San Marcos and provide land use policies for future development that are compatible with the general character of the community.

The Future Land Use Plan lays out suggested patterns of land use in response to the projected needs of the citizens of San Marcos and the community's vision as to its ideal environment. The Future Land Use Plan designates proposed future general distribution, location, and extent of the uses of land for housing, business, industry, agriculture, recreation, open space, education, public buildings, other public facilities, and other categories of the public and private uses of the land. The land use patterns of San Marcos have a major influence on transportation, energy consumption, property values, compatible or conflicting adjacent land uses, and possibilities for future growth.

The Future Land Use Plan is adopted as an element of San Marcos Horizons. The Future Land Use Plan serves to guide decisions by the Planning and Zoning Commission and the City Council over public and private development proposals. The Future Land Use Plan also lays the foundation for zoning and subdivision regulations which implement the Future Land Use Plan.

Future Land Use Plan Contents

The Future Land Use Plan on the following page is a graphic representation of the City's adopted land use policies as they relate to the physical characteristics of San Marcos. These policies establish the reasoning and set the design standards for the location, type, and density of development shown on the map. The land use patterns shown on the map are directed and achieved by those adopted policies. A key element in the Future Land Use Plan is the discouragement of development in the environmentally sensitive areas in San Marcos, such as along the San Marcos River, Blanco River, creeks, and the Edwards Aquifer Recharge Zone. However, development is encouraged to occur in the "preferred growth corridors." The two "preferred growth corridors" include southeast San Marcos bounded by Hunter Road on the north and State Highway 123 on the east, and northeast San Marcos bounded by IH-35 on the west and State Highway 80 on the south. The Future Land Use Plan contains a classification system which includes the following types of land uses:

- Open Space and Floodway;
- Public and Institutional;
- Very Low Density Residential;
- Low Density Residential;
- Medium Density Residential;
- High Density Residential;
- Commercial; and
- Industrial.

Open Space and Floodway

One of the most important goals of San Marcos is the protection of the Edwards Aquifer, the San Marcos Springs, the San Marcos River, and other natural resources. Open space and floodway areas are characterized by recreational areas, parks, natural areas, and open

space areas for the use of residents. On the Future Land Use Plan, all land along the rivers and creeks, all parks, and the Quail Creek Golf Course are designated as open space and floodway.

Public and Institutional

Public and institutional land uses are characterized by public and semi-public uses of the land. This category includes land uses such as schools, universities, governmental buildings, airports, cemeteries, churches, etc. Public and institutional land uses on the Future Land Use Plan include Southwest Texas State University and all land owned by the university, the San Marcos Municipal Airport, the Hays County Courthouse, all public and private schools, all City of San Marcos and Hays County owned facilities and property, cemeteries, churches, fish hatcheries, Aquarena Springs, and Wonder World.

Very Low Density Residential

Very low density residential land uses are characterized by single family detached homes on large lots, representing a density range of zero to three dwelling units per acre. Cluster-type developments are also allowed, as long as the overall density within a specific development or area does not exceed three dwelling units per gross acre. The areas designated as very low density residential on the Future Land Use Plan are areas in the Edwards Aquifer generally west of Hunter Road and Post Road and the area along the San Marcos River east of IH-35.

Low Density Residential

Low density residential land uses are characterized by residential units representing a density range of three to six dwelling units per acre. The three general areas designated as low density residential on the Future Land Use Plan are inside the city limits west of IH-35, and both the southeastern and northeastern sections of the ETJ outside the planned

FM 110. These areas outside the planned FM 110 are not over the Edwards Aquifer Recharge Zone and are more suitable for typical residential densities.

Medium Density Residential

Medium density residential land uses have a density range of six to twelve dwelling units per acre and may include a variety of residential types such as duplexes, triplexes, fourplexes, townhomes, and zero lot-line homes. A variety of housing types may be allowed, as long as the overall density within a specific development or area is between six and twelve dwelling units per acre. The general areas designated medium density residential on the Future Land Use Plan are the area along Hunter Road south of McCarty Lane, north of Southwest Texas State University, the area between Mockingbird Hills and Sunset Acres subdivisions, and various areas east and west of IH-35 between River Road and Uhland Road.

High Density Residential

High density residential land uses are typically characterized by apartments and condominiums, representing a density range greater than twelve dwelling units per acre. The three general areas designated high density residential on the Future Land Use Plan are the areas north and south of Southwest Texas State University, various areas east and west of IH-35 between State Highway 80 and the Blanco River, and the area along Wonder World Drive east of IH-35.

Commercial

Commercial land uses are characterized by many retail, office, and commercial types of developments. This category includes land uses such as retail stores, shopping centers, business and professional offices, medical and dental offices, hotels, auto dealerships, banks, restaurants, etc. Areas designated commercial on the Future Land Use Plan are

dispersed throughout the city and ETJ with concentrations at major intersections, the downtown area, and along major regional highways including IH-35, State Highway 123, State Highway 80 and Ranch Road 12.

Industrial

Industrial land uses involve the development, manufacture and warehousing of goods for wholesale distribution. Light industrial land uses are preferred in San Marcos and are characterized as nonpolluting enclosed facilities with minimal outside storage such as research and development facilities or warehouse operations. The three general areas designated industrial on the Future Land Use Plan are the area around the San Marcos Municipal Airport, the area along IH-35 between the planned FM 110 and Yarrington Road, and the area along IH-35 south of State Highway 123 to the southern limit of the ETJ.

Future Land Use Plan Policies

LU-1. General Land Use:

Policy LU-1.1: The City shall ensure that all land use decisions are in accordance with the vision statement, goals, and policies in the Future Land Use Plan and other elements of the Master Plan.

Policy LU-1.2: The City shall require, for any development not consistent with the Future Land Use Plan, that the Future Land Use Plan must first be amended and that such amendment be approved by the Planning and Zoning Commission and the City Council at specially designated and advertised public hearings as prescribed in the City's Charter.

Policy LU-1.3: The City shall not amend the current land use designation of any property within the city limits solely by the adoption of this Future Land Use Plan; rather, such land use amendments will only be accomplished by the land use amendment process. Furthermore, the City shall prepare sector plans to resolve zoning and land use conflicts.

Policy LU-1.4: The City shall oppose rezoning property to any use that is not in accordance with the Master Plan without a prior amendment to the plan, as recommended by the Planning and Zoning Commission and approved by the City Council.

Policy LU-1.5: The City shall continue to update the official zoning map in accordance with the Future Land Use Plan and the policies in the Master Plan.

Policy LU-1.6: The City shall use the Zoning Ordinance, Subdivision Ordinance and other ordinances affecting land uses to implement the Master Plan and the City shall rezone land in accordance with the Future Land Use Map, as adopted by the City Council.

Policy LU-1.7: The City shall continue the mandatory requirement that fifteen days prior to any zoning public hearing, residents within 200 feet of the property proposed for rezoning, and appropriate neighborhood association(s) be notified and notification signs shall be within boundaries of said property at locations designated by city staff.

Policy LU-1.8: The City shall be supportive of, and work cooperatively with, private development which conforms to the goals and policies in the Master Plan.

Policy LU-1.9: The City shall keep the information in the Master Plan current with annual estimates of population and land use and shall formally update, as a minimum, the population projections and the Future Land Use Plan at least every three years.

Policy LU-1.10: The City shall staff an adequate number of professional planners to enforce the development regulations of the City, monitor the implementation of the Master Plan, and provide on-going long-range planning.

Policy LU-1.11: The City shall encourage capital improvements, or portions thereof, that enhance the level of service for existing residents to be financed by existing development.

Policy LU-1.12: The City shall encourage capital improvements, or portions thereof, that extend services to new users to be financed by new development.

Policy LU-1.13: The City shall encourage capital improvements, or portions thereof, that extend services to new users in "preferred growth corridors" to be financed by public/private partnerships.

Policy LU-1.14: The City shall actively work to improve the aesthetic qualities of the major entrances/gateways into the community through landscape enhancement, land use controls and improved sign regulations.

Policy LU-1.15: The City shall encourage development to occur in the "preferred growth corridors." The two "preferred growth corridors" include southeast San Marcos bounded by Hunter Road on the north and State Highway 123 on the east, and northeast San Marcos bounded by IH-35 on the west and State Highway 80 on the south.

Policy LU-1.16: The City shall work to preserve the community's small town atmosphere by carefully controlling the location and quality of new growth.

Policy LU-1.17: The City shall promote community-based economic development in harmony with San Marcos' high quality of life.

Policy LU-1.18: The City shall place a major emphasis on developing tourism as one of its major economic development foci. Tourism development shall include eco-tourism, heritage tourism, arts tourism, and family entertainment.

Policy LU-1.19: The City shall adopt a schedule for the amortization of nonconforming uses that are not in accordance with the adopted official zoning map and future land use plan. The intent of such a schedule is to gradually eliminate these

uses over time by allowing property owners to recover their investment prior to the elimination of the nonconforming use.

Policy LU-1.20: The City shall revise its building codes to encourage energy-efficient techniques that are cost-effective.

Policy LU-1.21: The City shall encourage new development to locate in areas already served by utilities and other community facilities.

Policy LU-1.22: The City shall encourage new development in areas not already served by utilities and other services to pay as many direct and indirect costs created by that development as possible, thereby reducing the tax load on the existing residents.

Policy LU-1.23: The City shall use the Capital Improvements Program to reinforce the Master Plan in controlling the location and timing of development.

Policy LU-1.24: The City shall enforce and strengthen sign ordinances to promote the aesthetic appeal and visual integrity of the city.

Policy LU-1.25: The City shall develop development standards for properties along major highway corridors, especially IH-35, to promote the visual appeal of the community.

Policy LU-1.26: The City shall evaluate the possible expansion of historic districts or the creation of additional historic districts where appropriate.

Policy LU-1.27: The City shall support the efforts of the Historic Preservation Commission.

Policy LU-1.28: The City shall implement a program to encourage the construction of sidewalks in residential areas.

Policy LU-1.29: The City shall support state and federal efforts to maintain regional air quality and shall establish an ordinance addressing a higher level of air quality in San Marcos.

Policy LU-1.30: The City shall offer incentives to existing businesses to encourage landscaping on building sites.

LU-2. Open Space and Floodway:

Policy LU-2.1: The City shall take measures to preserve the trees, vegetation, and scenic beauty of San Marcos, and to restore some of that beauty in existing areas whenever possible.

Policy LU-2.2: The City shall regulate development and encourage suitable land uses over the Edwards Aquifer and adjacent to the San Marcos and Blanco rivers.

Policy LU-2.3: The City shall strive on a continuing basis to purchase or otherwise set aside as much land as possible along the San Marcos River, Blanco River and creeks, especially that area within the 100-year flood plain, and develop that land as contiguous greenbelts.

Policy LU-2.4: The City shall discourage and regulate any development that may have a significant adverse impact on the critical habitat of the San Marcos River.

Policy LU-2.5: The City shall protect the integrity of the Edwards Aquifer, San Marcos and Blanco rivers, and the other natural resources in and around San Marcos.

Policy LU-2.6: The City shall continue to prepare and enforce standards for the preservation of springs and streams and for the control of runoff into natural and man-made drainage courses so as not to degrade the water quality of the Edwards Aquifer, San Marcos and Blanco rivers, Sink Creek, Purgatory Creek, Willow Springs Creek, Cottonwood Creek, or any other natural stream or spring in the San Marcos area.

Policy LU-2.7: The City shall prohibit the placement of structures within the 100-year floodplain and shall continue to enforce the Flood Damage Prevention Ordinance.

Policy LU-2.8: The City shall, to the extent possible, acquire land along rivers and creeks to develop as parks and greenbelts.

Policy LU-2.9: The City shall develop a trail system connecting historic downtown district, the San Marcos River, and other historic/natural sites.

Policy LU-2.10: The City shall acquire land for parks or greenbelts in advance of development or allow land to be dedicated with development. Land in the flood plain and other environmentally sensitive areas where development should be constrained should be given highest priority for public use.

Policy LU-2.11: The City shall require land along the river be developed in accordance with the San Marcos River Corridor Ordinance, and shall be zoned Planned Development District (PDD) to insure adequate site plan review.

Policy LU-2.12: The City shall strive to protect the water quality in all rivers and creeks by reducing point and non-point pollution sources.

Policy LU-2.13: The City shall combine the open space requirements for environmental protection with the development of recreational facilities and natural resource based recreation areas for efficient use of urban land and minimal impact of urban development.

Policy LU-2.14: The City shall support Edwards Aquifer management policies that protect the flow to the San Marcos Springs.

Policy LU-2.15: The City shall support programs that involve public/private partnerships to schedule and implement river cleanups.

Policy LU-2.16: The City shall develop controlled access points along the rivers to protect banks and facilitate water recreation.

Policy LU-2.17: The City shall continue to enforce flood plain management programs in conjunction with FEMA standards.

Policy LU-2.18: The City shall assure that no "critical facilities" are built within the 100-year flood plain.

Policy LU-2.19: The City shall continue and strengthen existing erosion and sedimentation control standards for all development.

Policy LU-2.20: The City shall support state guidelines for restrictions on Edwards Aquifer to control runoff over the Edwards Aquifer Recharge Zone and land use.

Policy LU-2.21: The City shall prepare and adopt a Blanco River Corridor Ordinance.

LU-3. General Residential:

Policy LU-3.1: The City shall develop the residential areas of San Marcos according to the Future Land Use Plan so that future growth can be accommodated, a mixture of housing types and densities can be provided, and adverse impacts from traffic, environmental hazards and incompatible land uses can be avoided.

Policy LU-3.2: The City shall provide safe and adequate housing opportunities to meet the different housing needs of all income groups of the City's present and future populations.

Policy LU-3.3: The City shall provide adequate space in appropriate locations for residential development in order to provide safe and sanitary housing, to meet the housing and social needs for a desired standard of living for the City's present and future population.

Policy LU-3.4: The City shall provide, within the framework of the Future Land Use Plan, a wide choice of owner-occupied and rental housing types that will give adequate housing to families and individuals of all income levels.

Policy LU-3.5: The City shall encourage community-based elementary schools and parks which are located centrally and within walking distance of any section of a neighborhood.

Policy LU-3.6: The City shall plan and develop public facilities and services consistent with the residential densities designated on the Future Land Use Plan, and shall recognize and uphold the principles that different residential densities require different housing solutions and that land designated for one density on the Future Land Use Plan may not be suitable for a different density without substantial modifications in existing or planned public facilities and services.

Policy LU-3.7: The City shall encourage developers to utilize thoroughfares, water bodies, and other topographic or physical features to clearly define the boundary of a neighborhood and to orient their developments inward from such boundaries.

Policy LU-3.8: The City shall encourage land use patterns that reflect inward functioning neighborhoods. The interior of the neighborhood units will generally contain low or, at the most, medium density uses. Heavy traffic generators, such as apartments or commercial uses, will be located outside neighborhoods along the designated arterials in corridors of intensified development.

Policy LU-3.9: The City shall encourage very low density or cluster-type developments in the Edwards Aquifer Recharge Zone and shall develop appropriate standards for cluster-type development which will be adopted as part of the subdivision and zoning ordinances.

Policy LU-3.10: The City shall protect existing stable residential neighborhoods from encroachment of commercial or higher density residential uses.

Policy LU-3.11: The City shall develop, and adopt in its Zoning Ordinance, compatibility standards for uses that abut single family residential areas.

Policy LU-3.12: The City shall encourage land uses which are compatible with and support the neighborhood, such as neighborhood shopping centers. Such uses shall be located on the periphery of the neighborhood.

Policy LU-3.13: The City shall discourage residential development in areas that do not have adequate public facilities and services, including, but not limited to, streets, police and fire protection, sewage disposal, water supply and pressure, telephone, gas, electricity, schools, and parks.

Policy LU-3.14: The City shall discourage any type of multifamily or single family residential development in such concentrations and expanses that, by accepted planning standards, there are not sufficient amenities to support such development and the quality of life in the area would be diminished.

Policy LU-3.15: The City shall encourage physical buffers, such as permanent open space, land uses that are transitional and unobtrusive, landscaping, fencing, or walls be used, as appropriate, between residential areas and nonresidential areas, and between residential areas of different densities except where mixed land uses are desired.

Policy LU-3.16: The City shall discourage residential uses without adequate buffering.

Policy LU-3.17: The City shall allow different housing densities to abut one another as long as a proper buffer is provided and traffic generated by each use does not mix within the neighborhood and does not increase the load on existing roadways.

Policy LU-3.18: The City shall prohibit residential developments that, because of design or location, will expose the potential residents to through traffic or heavy traffic from other types of land uses.

Policy LU-3.19: The City shall encourage residential lots located along major thoroughfares to be designed in one of the following ways:

- a. Lots should be designed such that the houses back up to the major thoroughfare, the lot has extra depth, and the house is screened from the traffic by a fence or wall as part of the site development. When high noise levels from traffic are anticipated on the property, a masonry wall or other suitable noise dampening device or design standard should be used on the site to provide adequate outdoor living space that is not impacted by excessive noise levels.
- b. If houses are to face a major thoroughfare, they should be given access via a frontage road or service street.
- c. Whenever possible, the developer should construct short cul-de-sacs or loop streets, extending from the arterial into the subdivision so that the lots front on that local residential street and houses do not directly face or take access from the arterial.
- d. Houses may face a major thoroughfare without the provision of access from a service road if they are sufficiently set back,, and are given access from rear alleys or drives such that direct access to the highway is limited or prohibited. If access to the arterial must be provided, then circular drives should be required so that vehicles will not back into the arterial.

Policy LU-3.20: The City shall limit through traffic to major thoroughfares and away from residential development as much as possible. Local truck traffic should be limited to specifically designated collector streets except for local deliveries, in which case the shortest and least disruptive route over local streets should be designated and used.

Policy LU-3.21: The City shall encourage residential subdivisions be designed to include loop streets and cul-de-sacs to discourage through traffic on local streets.

Policy LU-3.22: The City shall recognize that different types of residential uses have different requirements for utilities, etc., and that land developed for one density may require more than rezoning to make it suitable for a higher density.

Policy LU-3.23: The City shall not allow existing single family neighborhoods be redeveloped to a higher density without meeting current standards for servicing higher density development and ensuring the compatibility of the development with the existing neighborhood..

Policy LU-3.24: The City shall control land uses near the Municipal Airport and under the flight patterns to avoid residential uses that may be adversely impacted by airport noise.

Policy LU-3.25: The City shall protect and encourage the renovation of its historic neighborhoods so that the neighborhoods maintain a distinct and unique identity.

Policy LU-3.26: The City shall continue to enforce measures to preserve/enhance the historical integrity of historic/ethnic neighborhoods.

LU-4. Medium/High Density Residential:

Policy LU-4.1: The City shall determine the need for multifamily dwelling units and shall ensure that the location of these units is compatible with adjacent land uses and is properly buffered and adequately served by roads and public utilities.

Policy LU-4.2: The City shall encourage residential areas, especially higher density uses, have access to shopping, recreation, and work places that are convenient not only for automobile traffic but also for foot and bicycle traffic in order to minimize energy consumption, air pollution, and traffic congestion.

Policy LU-4.3: The City shall encourage medium and high density residential developments to have direct access to at least collector width streets to accommodate the traffic volumes and turning patterns generated by high concentrations of people. They should also be located near major arterials. Low density residential development should not be impacted by heavy traffic generated by medium and high density areas.

Policy LU-4.4: The City shall require medium and high density residential developments be located on larger sites to allow for proper buffering, adequate parking and landscaping, and enough flexibility in design and layout to insure adequate development.

Policy LU-4.5: The City shall require medium and high density developments to have wider internal streets, increased utility and drainage capacity, increased fire

protection, and more street, utility and drainage facilities than a single family type development.

LU-5. Residential Neighborhood Revitalization and Protection:

Policy LU-5.1: The City shall preserve the single family character of the existing neighborhoods and the small town atmosphere of the city as a whole.

Policy LU-5.2: The City shall encourage and assist in the development and rehabilitation of owner-occupied and rental housing for low to moderate income households.

Policy LU-5.3: The City shall conserve viable neighborhoods by maintaining, through rehabilitation and code enforcement, the existing housing stock.

Policy LU-5.4: The City shall maintain a strong code enforcement program to make sure that substandard buildings and rental property are not allowed to contribute to the deterioration of a neighborhood.

Policy LU-5.5: The City shall encourage neighborhood planning so individual developments relate to the neighborhood and provide for complementary land uses.

Policy LU-5.6: The City shall not allow rezoning any property to a more intensive residential district without proof that the street system, utilities, drainage, and other requirements are adequate for the proposed density.

LU-6. Commercial:

Policy LU-6.1: The City shall provide sufficient commercial development opportunities to provide a diversified economic base and employment opportunities for the future population of the City.

Policy LU-6.2: The City shall provide an economic climate for the City that will encourage the improvement of existing businesses and the establishment of new businesses that will be of benefit to the community.

Policy LU-6.3: The City shall promote commercial development in designated corridors and at intersections as the most desirable locations, and to influence the direction of development as part of the Future Land Use Plan.

Policy LU-6.4: The City shall promote stable commercial development which strengthens the economic base of the City.

Policy LU-6.5: The City shall designate enough commercially zoned land to meet the existing and future shopping and employment needs of the citizens and should direct the location of commercial development so that all land uses, whether mixed or segregated, are compatible with each other.

Policy LU-6.6: The City shall discourage the speculative zoning or rezoning of property solely for the intent of inflating the property's market value or where the zoning is to the benefit of the applicant and to the detriment of the adjacent property owners.

Policy LU-6.7: The City shall recognize that retail uses may or may not be compatible with other types of nonresidential uses and will provide for the separation of the various commercial enterprises that are incompatible and the clustering of those that are compatible, and shall properly separate and zone land in which those types of commercial activities can conduct business.

Policy LU-6.8: The City shall recognize that commercial and residential uses are not generally compatible and will discourage residential usage of land in commercial districts except where residential uses are planned as part of a mixed-use concept.

Policy LU-6.9: The City shall designate sufficient space in residential areas for commercial services that are compatible with, and cater to, the convenience needs of the neighborhood. These neighborhood convenience areas will be encouraged to locate within walking distance of all residences, preferably at the intersection of collectors.

Policy LU-6.10: The City shall not allow the rezoning of land for more intensive (non-neighborhood) commercial purposes unless the areas meet the following criteria:

- a. are along a highly traveled thoroughfare;
- b. are central to the market that is served;
- c. are of sufficient size to allow adequate buffering from adjacent land uses, adequate parking and truck loading areas, adequate landscaping, and adequate flexibility in design and layout to ensure acceptable development;
- d. will not cause traffic to be routed through residential neighborhoods, or force commercial traffic onto residential sized streets;
- e. have an adequate transportation system to accommodate the additional traffic;
- f. have adequate public facilities, including sewer, water, electricity, and fire protection, to support such development; and
- g. have sufficient drainage for the increased percentage of impervious cover and runoff of commercial development.

Policy LU-6.11: The City shall discourage the zoning or commercial usage of land that has the potential of becoming undesirable strip commercial development, which is characterized by one or more of the following problems:

- a. shallow lots, usually less than two hundred feet deep;
- b. numerous small ownerships;
- c. numerous curb cuts for entrances;
- d. numerous small buildings with no architectural unity;
- e. little or no landscaping in and around the parking lots;
- f. limited parking usually restricted to the front setback area or along the street;
and/or
- g. the lack of landscape or other buffers, especially in the rear, with the adjacent residential areas exposed to blighting influences.

Policy LU-6.12: The City shall encourage land that is currently zoned commercial or cannot be used for anything but commercial usage and falls under one or more of the conditions in the previous policy to develop as low traffic generating land uses, such as professional or neighborhood services that support the residential uses rather than create instability in the transition from residential to commercial use.

Policy LU-6.13: The City shall encourage linear commercial districts be located based on the following criteria:

- a. only on designated corridors on the Future Land Use Plan;
- b. with lots deeper than two hundred feet;
- c. on large parcels with single ownership, or on smaller parcels whose owner are organized into an association and have the ability to share parking or entrances;

- d. where the curb cuts are minimized and/or shared with adequate traffic circulation within the parking lot;
- e. where adequate parking is provided, preferably to the side and/or in the rear;
- f. where adequate landscaping and/or open space is provided for visual buffers from adjacent residential development;
- g. where nearby residential areas are adequately buffered from noise, traffic, and air pollution; and
- h. where the proposed development will not disrupt the orderly development of adjacent residential neighborhoods.

Policy LU-6.14: The City shall encourage major shopping centers to locate at the intersection of major arterials, meeting the same requirements as policy LU-6.13.

Policy LU-6.15: The City shall encourage the location of neighborhood shopping centers generally at the intersections of major or minor arterials.

Policy LU-6.16: The City shall require a concept plan of an entire area whenever there is some doubt of the layout's relationship to adjacent areas or the proposed development's impact on existing or future development.

Policy LU-6.17: The City shall preserve the integrity of existing commercial areas, especially the central business district.

Policy LU-6.18: The City shall encourage proposed commercial development to consider the central business district among alternative sites for proposed commercial development.

Policy LU-6.19: The City shall consider the impacts of proposed commercial uses on existing commercial uses, including the central business district, and will discourage, to the extent possible, those uses which could have an adverse impact.

LU-7. Industrial:

Policy LU-7.1: The City should provide the opportunity for sufficient industrial development to provide a diversified economic base and employment opportunities for the future population of the City.

Policy LU-7.2: The City shall designate enough land for industrial uses to meet the economic demand, and to direct the location of industrial development so that all land uses, whether mixed or segregated, are compatible with each other.

Policy LU-7.3: The City shall encourage a variety of nonpolluting, light industrial uses, such as research and development facilities, assembly or production operations, and warehousing operations.

Policy LU-7.4: The City shall encourage clean, light manufacturing industrial to locate in the City of San Marcos to expand the local economic and tax base and to positively affect the rate of employment.

Policy LU-7.5: The City shall discourage heavy industrial uses which are not compatible with the high quality of life enjoyed in San Marcos.

Policy LU-7.6: The City shall discourage heavy industrial uses which use large quantities of water, reduce air quality, and/or create excessive noise.

Policy LU-7.7: The City shall discourage the speculative zoning or rezoning of property solely for the intent of inflating the property's market value, or where the zoning is to the benefit of the applicant and to the detriment of the adjacent property owners.

Policy LU-7.8: The City shall recognize that industrial, commercial, and residential uses are not necessarily compatible, and shall prohibit residential and some types of commercial usage of land in industrial districts, unless they are a planned development district that recognizes the basic differences of the uses and treats them according to their separate needs as well as to their mutually supporting relationship. Only those industrial establishments that have a direct relationship with the neighborhood shall be located in close proximity. In all cases, truck traffic shall not use local residential streets.

Policy LU-7.9: The City shall protect industrial areas from the encroachment of residential or commercial land uses that could inhibit the full expansion of the district. Specific industrial land use designations and the use of open space buffers at the edge of the industrial districts are to be used whenever possible.

Policy LU-7.10: The City shall encourage industrial development on sites that are large enough to be planned as unified, fully integrated industrial districts, located with ready access to major highways, as far away from residential areas as possible, separated from adjacent residential areas by landscaped or natural buffers offering a variety of locations and site configurations to meet the needs of local industries.

Policy LU-7.11: The City shall allow industrial uses only on sites where:

- A. the site has appropriate transportation access and routes for the types of activities proposed, including truck routes and/or rail access;
- B. the traffic generated by the proposed development will not go through residential or light commercial areas, or other areas that would be adversely impacted by such traffic;
- C. public services and facilities are or will be of sufficient capacity to support the proposed development, including:
 - a. extra width and strengthened streets for truck traffic;
 - b. utilities sized to meet industrial needs;
 - c. sufficient drainage for a high percentage of impervious cover;
 - d. extra fire protection; and
- D. the site is large enough to be planned as a unified, fully integrated Industrial district or unit, capable of accommodating buffer zones, accessory land uses, parking, truck loading, and other amenities necessary for viable development.

Policy LU-7.12: The City shall discourage truck traffic, other than delivery and service vehicles, in residential areas. Industrial and heavy commercial land uses shall not be located at the end of collectors that serve or pass through residential areas.

Policy LU-7.13: The City shall encourage compatible industrial development adjacent to the airport.

SAN MARCOS TOMORROW ANNEXATION

Introduction

Annexation is the process by which a city extends its municipal services, regulations, voting privileges and taxing authority to new territory. Cities annex territory to provide urbanizing areas with municipal services and to exercise regulatory authority necessary to protect public health, safety and welfare. Annexation is also a means of ensuring that residents and businesses outside a city's corporate limits who benefit from access to the city's facilities and services share the tax burden associated with constructing and maintaining those facilities and services. Annexation may also be used as a technique to manage growth.

A city can only annex land within its extra-territorial jurisdiction (ETJ). The ETJ of a city is the contiguous unincorporated land adjacent to its corporate limits that is not within another city's ETJ. The size of a city's ETJ varies according to its population, ranging from one-half mile for communities with less than 5,000 persons, to five miles for cities greater than 100,000 in population. San Marcos currently has a two-mile ETJ. When San Marcos reaches 50,000, the ETJ will expand to three and a half miles.

From an annexation perspective, a city's ETJ serves two functions. First, there is a statutory prohibition against a municipality annexing into another's ETJ. This provides a city with land that it alone can potentially annex. Second, cities are authorized to enforce their subdivision regulations within their ETJ, which is a means of ensuring that cities will not have to assume maintenance responsibilities for substandard infrastructure upon annexation.

Annexation is critical to the long-term well being of San Marcos and needs to be carried out in accordance with established policies and not on an ad hoc basis. As part of San Marcos Horizons, the planning area is comprised of land within the current city limits and the extra-territorial jurisdiction. To obtain and protect these areas, strategic annexations are deemed advisable to bring some of the ETJ into the city limits. The annexation of properties listed in the Annexation Plan and the Annexation Review Program, described below, will allow implementation of the Future Land Use Plan through the application of the zoning and subdivision ordinances.

Because of the fiscal implications of annexation, the costs of providing municipal services must to be estimated and weighed against the anticipated revenues of areas proposed for annexation. Performing a fiscal impact analysis does not mean that only areas with positive cash flow should be annexed. There will be instances when health, safety, environmental or other factors will override fiscal considerations and an area may need to be annexed despite its fiscal impact. Other areas may have short-term financial impacts, but may be in the long-range best financial interest of the city.

A major revision to Texas annexation law took effect on September 1, 1999. Under the revised statute, all Texas cities are required to formally adopt an "annexation plan" by December 31, 1999. The annexation plan must include the proposed annexations of populated areas (those areas that include 100 or more tracts of land, each having at least one dwelling unit on them). All proposed annexations shown in a city's annexation plan must follow a detailed process prescribed by State law and may not be annexed before the third anniversary date of their inclusion in the annexation plan.

Many other annexations, however, are exempt from the requirements to be included in the Annexation Plan. These "exempted annexations" include areas that have less than 100 tracts, areas that are being annexed at the request of the property owners and certain other annexations that are specifically exempted under the new State law. San Marcos believes it is important to systematically look at these areas in order to stay ahead of growth. Therefore, an Annexation Review Program is adopted to include those properties that are specifically exempted from the requirement to be included in the Annexation Plan, yet are properties the city will review and consider for possible annexation over the next five years. Both the Annexation Plan and the Annexation Review Program are tied to the city's Capital Improvements Program in order to coordinate utility improvements with the growth of the city.

Annexation Plan Contents

The Annexation Plan for San Marcos describes all annexations that include 100 or more tracts of land on which one or more dwelling units are located on each tract. Properties included in the annexation plan may not be annexed prior to the third anniversary of their inclusion in the plan. An inventory of facilities and services existing within the annexed area must be prepared in accordance with the provisions of State law. Other procedural provisions of State law must be followed in annexing properties required to be listed in the city's adopted annexation plan.

No annexations meeting the requirements set forth in State law are currently proposed for inclusion in the San Marcos Annexation Plan.

Annexation Review Program Contents

The Annexation Review Program describes all annexations that are specifically exempted under State law from inclusion in the Annexation Plan. The Annexation Review Program provides a recommended timetable for determining when areas of land should be evaluated for possible annexation into the City of San Marcos. The listing of an area on the Annexation Review Program does not mean it will be annexed that year. It does indicate, however, that the city will do a cost / benefit study to determine the feasibility of annexation. The Annexation Review Program will be revised and updated annually. The Annexation Review Program categorizes proposed annexation areas by the year they will be considered for annexation. The Annexation Review Program is presented on the following page.

Areas proposed for inclusion in the Annexation Review Program are shown on the map labeled "City of San Marcos Annexation Review Program."

Transition Period

The period of December 31, 1999 to December 31, 2002 is considered a transition period during which any property can be annexed under the basic requirements of the former law plus several of the provisions of the new law.

It is recommended that certain more populous areas that have not been included in the annexation plan, such as the Willow Creek, Laurel Estates, and Turkey Hollow, area be evaluated for possible annexation during this transition period.

Annexation Review Plan Policies

A-1. General Annexation:

Policy A-1.1: The City shall pursue an annexation program that adds to the economic stability of the city, protects and enhances its quality of life, and protects its environmental resources.

Policy A-1.2: The City shall use annexation as a tool for the protection of valuable natural resources such as the San Marcos and Blanco rivers and the Edwards Aquifer Recharge Zone.

Policy A-1.3: The City shall adopt a proactive position in utilizing the tool of annexation, prior to development, to control the type, quality, and location of development in areas currently outside the city limits.

Policy A-1.4: The City shall pursue a systematic annexation process to promote orderly growth and the provision of municipal services and to preserve the city's fiscal position.

Policy A-1.5: The City shall use development policies such as utility extension policies and impact fees to encourage growth consistent with the City's ability to effectively manage such growth.

Policy A-1.6: The City shall annually update the three-year Annexation Plan and the five-year Annexation Review Program.

Policy A-1.7: The City shall perform a fiscal impact analysis and provide a service plan for all areas proposed for annexation.

Policy A-1.8: The City shall consider annexation of an area that would provide an economic advantage to the City.

Policy A-1.9: The City shall consider annexation of an area to protect environmentally sensitive areas and to better regulate the quality of the development in the area.

Policy A-1.10: The City shall consider annexation of areas before development occurs.

Policy A-1.11: The City shall consider annexation of an area in the immediate path of growth to prevent undesirable development patterns.

Policy A-1.12: The City shall consider annexation as a means of managing growth and providing zoning controls.

Policy A-1.13: The City shall consider annexation of an area to increase the quality of life, upgrade utility facilities, and provide the necessary services to meet the specific needs of the residents in the extra-territorial jurisdiction.

Policy A-1.14: The City shall oppose the creation of new municipalities, special purpose districts and water or wastewater utilities and municipal utility districts within the extra-territorial jurisdiction unless the City determines it cannot provide the necessary services.

Policy A-1.15: The City shall guide the growth in the extra-territorial jurisdiction by focusing infrastructure spending in less environmentally sensitive areas and into "preferred growth corridors."

Policy A-1.16: The City shall adopt an administrative site plan review process for the purpose of making sure that proposed developments in the extra-territorial jurisdiction are consistent with the policies of the Master Plan, the Capital Improvements Program, and all applicable ordinances.

Revisions to this section resulted in fewer pages, thus eliminating pages 4-58 through 4-60.

SAN MARCOS TOMORROW

COMMUNITY FACILITIES PLAN

Introduction

Community facilities are buildings, lands, and services which serve the public. Examples of community facilities include the San Marcos Public Library, the Central Texas Medical Center, schools, parks, the police headquarters, and fire stations. The need for community facilities depends on many factors, including the size of the extra-territorial jurisdiction, population density and location, expected growth, local income, and the capacity of existing facilities. Because private development tends to follow the location and quantity of public services, advanced planning of community facilities has been coordinated with the land use, transportation, annexation, and downtown plans. This effort has helped determine community facility needs now and in the future, set priorities and timetables for projects and identify desirable locations for facilities. All of these factors are incorporated into the Community Facilities Plan.

The Community Facilities Plan is linked to the Capital Improvements Program and is adopted as an element of San Marcos Horizons.

Community Facilities Plan Contents

The Community Facilities Plan of San Marcos Horizons contains existing community facilities and analyzes future needs and potential locations for additional facilities.

Existing and proposed facilities in the Community Facilities Plan include:

- Parks and Preserves;
- Fire Stations;
- The Police Station;
- The City Hall Complex;
- San Marcos Public Library.
- The Activity Center (planned);
- San Marcos Cultural Arts Center;
- The City Cemetery; and
- San Marcos Municipal Airport.

Parks and Preserves

The Parks and Recreation Department currently maintains 20 parks (160 acres) throughout the city. The majority of the parks are located along the San Marcos River.

Parks in San Marcos are classified according to size and use:

- Regional Parks;
- Community Parks; and
- Neighborhood Parks.

The City's Parks and Recreation Advisory Board makes recommendations to the City Council for facility improvements in city parks.

Regional Parks

Regional parks are over 10 acres in size and generally provide facilities for all of San Marcos and surrounding areas. The 88 acres of regional parkland include Memorial Park, Ramon Lucio Park, and Rio Vista Park. Memorial Park is located north of Hopkins Street, between the San Marcos River and Bobcat Drive. The park contains the public library as well as the planned activity center. Ramon Lucio and Rio Vista Parks are located along the west bank of the San Marcos River between IH-35 and the railroad tracks. The parks feature lighted fields, a swimming pool, river access, and tennis courts.

A proposed recreation and camping area is located near the confluence of the San Marcos and Blanco rivers.

Community Parks

Community Parks are generally less than 10 acres in size. They provide facilities for all residents of San Marcos. The following parks serve as community parks in San Marcos:

- City Park is located along the east bank of the San Marcos River, north of Hopkins Street;
- Children's Park is located along the west bank of the San Marcos River north of Rio Vista Park;
- San Marcos Wildlife Habitat and Nature Preserve is located across the river from Ramon Lucio Park; and
- River Ridge Park is located at the intersection of River Ridge Parkway and Market Boulevard.

Two proposed community parks in San Marcos would preserve undeveloped wooded areas north of the SWT campus:

- Schulle Canyon Nature Preserve is to be located south of Sierra Circle; and

- Sessoms Canyon Nature Preserve is to be located between Sessoms Drive and Chestnut Street.

Neighborhood Parks

Neighborhood parks are less than five acres in size and provide facilities for specific residential neighborhoods. The following parks serve as neighborhood parks in San Marcos:

- Sendera Park is located along Lancaster Street;
- Dunbar Park is located at the intersection of Martin Luther King Drive and Endicott Street;
- Victory Gardens Park is located at the intersection of Patton Drive and Knox;
- East Guadalupe Park is located south of Mariposa, between McKie and McGehee;
- Swift Memorial Park is located in the triangle formed by Monterrey, Juarez Avenue, and Laredo Streets; and
- Hills of Hays Park is located southwest of the intersection of Crystal River Parkway and Lago Vista.

There are two proposed neighborhood parks for San Marcos. They would help alleviate the shortage of neighborhood parks in San Marcos by providing more neighborhoods with parks of their own:

- Along River Road on city-owned property; and
- South of the intersection of Peter Garza and Del Sol Drive in conjunction with the San Marcos Independent School District project.

Other Park Facilities

- The Historical Cock House is located in Veramendi Plaza at the southeast corner of the C. M. Allen Parkway and Hopkins Street.

- Sewell Park is located on the bank of the San Marcos River on Aquarena Springs Drive and is owned and maintained by Southwest Texas State University. The park was developed to provide facilities for students and faculty of the university.
- Stokes State Park is located on the San Marcos River, south of Cape Road.
- An area should be evaluated for the feasibility of future tourism development along San Marcos River and near IH-35. Possible facilities include a botanical gardens, nature trails, interpretive center, etc.

Fire Stations

The fire department currently operates three stations in San Marcos. These are the Central Station at Hutchinson and Guadalupe Street, the Holland Street Station at Holland Street and Academy, and the Broadway Station at Broadway and Parkdale.

A proposed Airport Fire Station is to be located along State Highway 21 south of Airport Drive. This fire station would primarily serve the needs of the growing airport, the Gary Job Corps Center as well as provide better coverage for the northeast side of town. Another fire station is proposed to be located on Hunter Road south of Wonder World Drive, will serve the southwest section of the city, including the outlet malls, new schools, and residential areas proposed for annexation over the next five years.

Police Station

In 1992, the San Marcos Police Department moved into a newly remodeled 42,000 square foot facility located at 2300 S. IH-35. The new facility houses Records and Communications, Administration, Criminal Investigations, Patrol, Narcotics Task Force, Training Divisions and Emergency Operations Center. The new facility also features a state of the art firing range and a 125,000 square foot driving track.

Currently, no plans exist for additional police facilities. The facility is anticipated to serve the needs of the department well into the future.

City Hall Complex

The City Hall Complex is located at 630 E. Hopkins Street across from the San Marcos Public Library. The present facility was remodeled in 1995 and is expected to meet the needs of the city well into the future.

San Marcos Public Library

The present San Marcos Public Library opened on January 9, 1994. The 27,000 square foot facility is located at 625 E. Hopkins Street, across from City Hall. The library contains 86,518 volumes with an annual circulation of 376,472. It is anticipated that the new library will serve the needs of San Marcos for the next 15 years. The facility was designed to accommodate an addition that will double the size of the facility when needed.

The Activity Center (planned)

In 1994, a \$5.3 million bond proposition was passed to construct a new 50,000 square foot activity center. The facility is scheduled to open in the fall of 1996 and will house a double gymnasium, a six-lane swimming pool, three rooms for various activities, a large meeting room, and an indoor walking track. It will be located next to the San Marcos Public Library.

San Marcos Cultural Arts Center

The proposed San Marcos Cultural Arts Center will be the focal point for the arts, the artists, art education and a home to reflect the cultures of San Marcos through theater, music, dance, the visual arts and events of cultural and traditional significance.

City Cemetery

The city cemetery, located in northwest San Marcos along RR 12, has served San Marcos since the city was founded. The cemetery is expected to serve the needs of the community for the foreseeable future. The Cemetery Commission oversees specific needs for this facility.

San Marcos Municipal Airport

The San Marcos Municipal Airport is the largest and most active general aviation airport in the region, covering 1,356 acres on State Highway 21 in northeast San Marcos. The airport is classified by the Federal Aviation Administration (FAA) as a reliever airport in the national airport system. The airport contains five corporate aircraft and maintenance hangars, T-hanger spaces for 28 airplanes, a carport-style shelter with a 14-plane capacity, a large aircraft parking apron, and a terminal building. The airport has four runways that range between 5,500 and 6,300 feet in length.

The San Marcos Municipal Airport is projected to experience an increase in aviation activity in the near future. The existing aviation facility and adequate available land area will allow the airport to accommodate the increased activity in the future. The development of the airport is specifically guided by the Airport Master Plan which was last updated in 1992. A current Airport Master Plan including proposed facilities improvements is a prerequisite of Federal Aviation Administration (FAA) funding. Airport facility needs are recommended to the City Council by the San Marcos Airport Commission. Typically, airport facility improvements are 95% funded by FAA and 5% by the City of San Marcos. In addition, the airport has a five-year Capital Improvements Program.

Community Facilities Plan Policies

CF-1. Parks:

Policy CF-1.1: The City shall prepare and adopt a Parks and Open Space Plan to determine the recreational needs of the community, future facility requirements, maintenance, and future land needs and adopt the plan as an element to the Master Plan.

Policy CF-1.2: The City shall evaluate present and future parks and recreation facilities to avoid unnecessary duplication and provide for the coordinated development of a parks system, especially along the San Marcos and Blanco rivers.

Policy CF-1.3: The City shall provide a balance in recreation facilities to serve the varied interests of the population.

Policy CF-1.4: The City shall provide parks that reflect the preferences of residents for specific recreation activities and the population characteristics of the area to be served by the park or recreation facility.

Policy CF-1.5: The City shall acquire land along the San Marcos River, Blanco River and creeks to develop as parks and greenbelts.

Policy CF-1.6: The City shall develop nature trails and interpretive signage along the San Marcos River and tributary creeks.

Policy CF-1.7: The City shall locate parks at sites where adjacent land uses are compatible, where the use of surrounding property will not be diminished, and where accessible by all means of transportation.

Policy CF-1.8: The City shall develop neighborhood parks at those locations within walking distance of any section of a neighborhood and where no major arterials must be crossed. Regional and community parks, including baseball and softball diamonds and soccer fields, shall be located adjacent to major arterials and shall be buffered if adjacent to residential areas.

Policy CF-1.9: The City shall prohibit the dedication of parkland that is unsuitable for the development of a park.

Policy CF-1.10: The City shall locate recreational facilities on those portions of the site where grading, drainage, and utility construction is minimum and only slight modifications of the topography will be necessary to complete construction.

Policy CF-1.11: The City shall continue to expand the park system through the development of neighborhood parks.

Policy CF-1.12: The City shall develop criteria to assure that open space for neighborhood parks is secured at predevelopment costs and preserved in advance of neighborhood development.

Policy CF-1.13: The City shall encourage, promote, and facilitate art and related types of festivals throughout the park system.

Policy CF-1.14: The City shall protect the area surrounding all caves and sinkholes.

CF-2. Fire Protection:

Policy CF-2.1: The City shall keep San Marcos a safe city in which to live through the provision of adequate levels of fire protection to all areas within the city limits.

Policy CF-2.2: The City shall satisfy the existing needs for adequate fire protection and to prepare for future fire protection needs.

Policy CF-2.3: The City shall locate fire stations such that all development within the city falls within a 1.5-mile radius or a three-minute response time distance, whichever is greater, from at least one fire station.

Policy CF-2.4: The City shall locate a fire station on Hunter Road, south of Wonder World Drive, to serve the southwest section of the city, including the outlet malls, new schools, and residential areas proposed for annexation over the next five years.

Policy CF-2.5: The City shall work with the Federal Aviation Administration to secure funding for a fire station at the San Marcos Municipal Airport to serve the needs of the airport, the Gary Job Corp. Center, and the northeast portion of the city.

Policy CF-2.6: The City shall review and update the Fire Station Location Plan as necessary with the updating of the Master Plan and as future growth patterns become apparent.

CF-3. Police Protection:

Policy CF-3.1: The City shall protect the health, safety, and welfare of the people of San Marcos by providing adequate police protection for all residents.

Policy CF-3.2: The City shall maintain the necessary equipment and staff to assure the effectiveness and efficiency of the police department.

Policy CF-3.3: The City shall strengthen its commitment to "community policing."

CF-4. Schools:

Policy CF-4.1: The City shall cooperate with the San Marcos Consolidated School District in the preparation of the District's Facilities Master Plan.

Policy CF-4.2: The City shall encourage elementary schools and to locate centrally within walking distance of any section of a neighborhood.

Policy CF-4.3: The City shall encourage the joint development of neighborhood parks adjacent to elementary and middle school sites.

Policy CF-4.4: The City shall work cooperatively with the San Marcos Consolidated School District to allow its facilities to be available to the community for appropriate cultural, art, and recreational activities.

CF-5. Infrastructure:

Policy CF-5.1: The City shall coordinate and integrate all city master plans to be implemented over a period of years and shall ensure that such plans are consistent with future land use plans and growth policies.

Policy CF-5.2: The City shall adequately plan for future facility/service expansions and acquire land in newly developing areas in advance of the need for expanded facilities.

Policy CF-5.3: The City shall require new development to pay for the expansion of the existing infrastructure system except in preferred growth areas where public/private partnerships can be beneficial.

Policy CF-5.4: The City shall provide the citizens of San Marcos with an adequate, safe, and sanitary supply of water with adequate water pressure to serve the continued population and industrial growth in the city.

Policy CF-5.5: The City shall provide a wastewater collection system that is adequate to collect and treat the wastewater of San Marcos in an efficient and practical manner, including the use of sludge and compost to create marketable fertilizer, as the city continues to grow.

Policy CF-5.6: The City shall continue to monitor its population growth and provide adequate water and wastewater capacity in advance of the demand.

Policy CF-5.7: The City shall work with other agencies, and shall take whatever action possible to protect the various water sources such as the Edwards Aquifer and the San Marcos River.

Policy CF-5.8: The City shall continue to develop alternative sources of water, including surface water, well in advance of the Edwards Aquifer becoming inadequate for the needs of the city.

Policy CF-5.9: The City shall replace deteriorating water and wastewater lines in areas such as the Central Business District in the next five years.

Policy CF-5.10: The City shall provide improvements to the water distribution system as the city grows so that adequate water pressure and capacity is retained.

Policy CF-5.11: The City shall ensure adequate installation of water distribution and wastewater collection systems in future developments, and reduce the need for rehabilitation of the systems.

Policy CF-5.12: The City shall provide adequate drainage and flood protection for the citizens of San Marcos.

Policy CF-5.13: The City shall provide the citizens of San Marcos adequate and sanitary solid waste management services in an efficient manner and to serve the continued population growth.

CF-6. Cultural Facilities and Resources:

Policy CF-6.1: The City shall establish a City Arts and Cultural Commission.

Policy CF-6.2: The City shall develop a Cultural Arts Center.

Policy CF-6.3: The City shall encourage, promote, and facilitate art and related types of festivals in the parks.

Policy CF-6.4: The City shall preserve archeological and historical landmarks as appropriate through local, state, and federal ordinances and laws and through public purchase of important sites.

Policy CF-6.5: The City shall increase the number of prehistoric and historic landmarks in San Marcos and to maintain the existing landmarks with a higher level of exposure to the public.

Policy CF-6.6: The City shall establish an education program for cultural resources at all levels.

CF-7. Social Services:

Policy CF-7.1: The City shall encourage the development of one-stop social service centers for health and human services convenient to the public they serve and near public transportation routes.

Policy CF-7.2: The City shall coordinate with Hays County and the state to eliminate the duplication of social services.

CF-8. Community Services:

Policy CF-8.1: The City shall continue to encourage and implement conservation, recycling, and hazardous waste collection programs.

Policy CF-8.2: The City shall utilize the Emergency Operations Plan in times of imminent disaster.

Policy CF-8.3: The City shall recognize that energy is a scarce, valuable natural resource and should be conserved by implementing energy conservation programs.

Policy CF-8.4: The City shall continue implementation and enforcement of water conservation ordinances.

Policy CF-8.5: The City shall protect the neighborhoods from the potential dangers and disease carried by stray animals.

Policy CF-8.6: The City shall continue to control and maintain the animal shelter.

CF-9. San Marcos Municipal Airport:

Policy CF-9.1: The City shall implement development plans for airport expansion in accordance with the Airport Master Plan.

Policy CF-9.2: The City shall realize the full potential of the airport as long as populated areas are not adversely affected.

Policy CF-9.3: The City shall expand facilities at the airport to provide adequate levels of aviation service.

Policy CF-9.4: The City shall insure that land use within and outside the airport boundaries is compatible with continued expansion of airport facilities.

Policy CF-9.5: The City shall encourage compatible industrial development at the airport.

Policy CF-9.6: The City shall give priority to those developments within the airport boundaries that are aviation-related.

Policy CF-9.7: The City shall provide necessary access and utility improvements to attract industrial development to the airport.

SAN MARCOS TOMORROW DOWNTOWN PLAN

Introduction

The downtown area, originally developed during the late 1800's, is the largest, most intensely developed, mixed-use area within the City of San Marcos. The downtown area is bounded by Southwest Texas State University on the north, the San Marcos River on the east, Cheatham Street on the south, and, Moore Street on the west. The focal point of the downtown area is the traditional courthouse square, bounded on all four sides by major streets. Various land uses in the downtown area include retail, government, professional office, restaurants, bars, and second floor apartments.

An economically viable downtown area is critical to the long-term well being of San Marcos and needs to be carried out in accordance to established policies developed by its residents. Some of the reasons it is important include:

- It is the focal point of a city as a whole and represents the community's identity;
- It is a showcase for visitors to a city;
- The downtown area is a gathering place for community events and activities; and
- A economically viable downtown area will provide a substantial amount of tax revenue for a city.

To revitalize the downtown area, the city has prepared a Downtown Plan with the goal of redeveloping the downtown area over a period of years. The Downtown Plan is adopted as an element of San Marcos Horizons.

The Downtown Plan considers:

- reinforcing the downtown's economic vitality;
- preserving the historic character of downtown;
- revitalization and redevelopment of historically significant buildings;
- enhancing the tourism potential of downtown;
- enhancing local activity centers and their physical relationships;
- improving the circulation and parking;
- improving the visual appearance and identity of the area;
- upgrading utility systems; and
- upgrading the quality of life.

Downtown Plan Contents

The Downtown Plan of San Marcos Horizons is a long-range plan aimed at revitalizing the downtown area of San Marcos. Some of the proposals included in the Downtown Plan rely upon the relocation of the railroad tracks and the City acquiring the abandoned railroad right-of-way. The following items are recommended to enhance the Central Business District:

- Pedestrian improvements including new sidewalks, landscaping, and lighting are proposed to enhance pedestrian movement between the downtown square, Southwest Texas State University, and the San Marcos River, as well as within the downtown area itself.
- Parking improvements include a proposed parking lot in the railroad tracks right-of-way between Edward Gary Street and C.M. Allen Parkway, north of Comal Street.
- An outdoor amphitheater and arts complex are proposed to be located along the banks of the San Marcos River, north of Children's Park and east of C.M. Allen Parkway.

Downtown Plan Policies

D-1. General Downtown:

Policy D-1.1: The City shall, through the Main Street Program, continue to implement programs to include:

- a. Promoting the CBD through marketing and public relations activities aimed at attracting new businesses and at increasing the retail attractiveness of the CBD, and through activities and festivals aimed at drawing citizen attendance downtown.
- b. Coordinating the efforts of various organizations and agencies involved in the CBD revitalization, including the downtown merchants, the County, the University, the Chambers of Commerce, the historical society, and utility companies.
- c. Working with the downtown merchants and assisting them in renovating the exterior of individual private properties and increasing the effectiveness of businesses by making the CBD more attractive to shoppers.

Policy D-1.2: The City shall encourage an increase in the number of off-street parking spaces, accessibility, code enforcement, and the redevelopment of public areas.

Policy D-1.3: The City shall work with SWT to ensure that any CBD revitalization efforts are compatible with the University's Master Plan.

Policy D-1.4: The City shall maintain existing and proposed public improvements in the CBD.

Policy D-1.5: The City shall provide adequate shade and shelter at the central transit center.

Policy D-1.6: The City shall provide public restrooms and phones in the downtown area.

Policy D-1.7: The City shall work with appropriate community groups to expand historical tours in San Marcos.

D-2. Land Use:

Policy D-2.1: The City shall encourage additional residential development in appropriate areas in and surrounding the CBD, creating a density of potential shoppers within walking distance of the CBD.

Policy D-2.2: The City shall protect the CBD from incompatible land uses and to encourage the removal of existing land uses that have a blighting influence or disrupt traffic.

D-3. Aesthetics:

Policy D-3.1: The City shall improve the physical appearance of the CBD with special emphasis on the square and its historic character.

Policy D-3.2: The City shall prepare an urban design plan as part of the comprehensive CBD plan. The plan shall include the following to improve the character of the CBD:

- parking improvements
- landscaping of sidewalks and parking areas;

- planting of trees to line and emphasize the entryways into the CBD;
- increasing the amount of open space;
- improving the street lighting;
- removal of overhead wiring and utility poles; and
- keeping area clean and encouraging business owners to keep up private property.

Policy D-3.3: The City shall develop attractive gateways and signage into the CBD.

Policy D-3.4: The City shall develop special sign guidelines for historic district.

Policy D-3.5: The City shall protect and encourage the renovation of its culturally and historically significant structures/features so that the city maintains a distinct and unique identity.

Policy D-3.6: The City shall offer incentives for the restoration of historic buildings in the downtown area.

D-4. Circulation:

Policy D-4.1: The City shall work to improve access to, egress from, and mobility within the CBD.

Policy D-4.2: The City shall work to improve the traffic signal system and signage to eliminate delays and confusion, and to facilitate the flow of traffic.

D-5. Parking:

Policy D-5.1: The City shall, in conjunction with Hays County and Southwest Texas State University, develop a Parking Management Plan which will evaluate short and long term parking demand, and strategies for implementing parking improvements in the Central Business District.

Policy D-5.2: The City shall work to reduce the amount of angle parking on major thoroughfares that impedes the flow of traffic, and shall to the extent possible, relocate the parking elsewhere.

Policy D-5.3: The City shall encourage short-term on-street parking and long-term off-street parking that is convenient, well lighted and safe.

Policy D-5.4: The City shall support implementation of the SWT Master Plan which call for on-campus parking garages, street circulation and on-street parking changes to encourage students to park on-campus rather than the CBD.

Policy D-5.5: The City shall evaluate the possibility of city or privately owned parking lots or structures in the CBD.

D-6. Alternative Modes of Transportation:

Policy D-6.1: The City shall work to develop viable pedestrian links between the CBD, the river, the University, surrounding neighborhoods, and any future activity centers. These linkages shall be designed specifically for pedestrians, separated from automobile traffic, and attractively landscaped. The linkages are just as important as street improvements in the CBD and should be considered as such.

Policy D-6.2: The City shall implement a program to improve and/or replace existing sidewalks in the downtown area.

Policy D-6.3: The City shall install pedestrian amenities such as exterior lighting, street furniture, landscaping, trash receptacles, bike racks, and/or pedestrian oriented signage in the CBD.

Policy D-6.4: The City shall continue to work with the Capital Area Rural Transportation Service to improve the transit system and use of the CBD as a main transfer point.

D-7. Economic Development:

Policy D-7.1: The City shall strengthen the San Marcos central business district (CBD) as a multi-use district that provides the primary focus of urban commercial and social activity day and night.

Policy D-7.2: The City shall work actively to bring investment capital into the CBD, and to assist groups involved with the financing of their rehabilitation efforts thorough the monitoring of various funding sources and assistance in obtaining grants.

Policy D-7.3: The City shall work with the Chambers of Commerce and local businesses to determine ways to strengthen the market for existing retail and commercial establishments, including the consideration of attracting new businesses such as retail and entertainment uses.

Policy D-7.4: The City shall work with the Chambers of Commerce and local businesses to encourage development that will attract both residents and visitors to downtown, such as antique and art stores, retail and quality restaurants.

D-8. Security:

Policy D-8.1: The City shall increase the amount of police protection, including walking patrol officers, so that there is security in the area at all times.

Policy D-8.2: The City shall enforce the speed limits and directional flow of traffic in the public alleys in the CBD.

Policy D-8.3: The City shall enforce the prohibition of bicycles and skateboards on the sidewalks in the CBD.

D-9. Cultural Facilities and Resources:

Policy D-9.1: The City shall encourage more cultural facilities to locate in or near the downtown area.

Policy D-9.2: The City shall evaluate the feasibility of developing an arts complex in the downtown area.

Policy D-9.3: The City shall encourage and provide incentives for an arts gallery and related space in the downtown area.